

Dear Dr. Movassaghi:

Thank you for the presentation made on your behalf by Mr. Edmond Preau during the Mississippi River Commission public meetings held in Mayersville, Mississippi, on August 20, 2003, and Morgan City, Louisiana, on August 22, 2003. Mr. Preau presented comments on areas of concern to your office. Also submitted for the record was a formal report that expresses the views of your office and recommends improvements and continuing work on the Mississippi River and Tributaries (MR&T) flood control project. The responses below follow the order of topics in the submitted formal report with a few additional topics in the statements addressed at the end of this letter.

#### **SOUTHEAST ARKANSAS LEVEE DISTRICT**

(1) The Mississippi River Commission agrees that the levee systems along the south bank of the Arkansas River and the west bank of the Mississippi River in southeast Arkansas are a vital part of the flood control system that helps protect Louisiana. To help maintain the reliability of the levee roadway, funding requests are made each year for crushed stone. The Vicksburg District advertised three contracts this year to supply crushed stone. Through one of these, crushed stone was placed on the levees in the Southeast Arkansas Levee District. To help maintain the integrity of our levees, the Vicksburg District conducted an inspection of these systems this past spring where the slides in Southeast Arkansas Levee District were noted.

-2-

Slide repairs began in May, and we anticipate that all slides on the Mississippi River and Arkansas River levee systems should be repaired by December of this year.

#### **Arkansas River**

(2) The Vicksburg District will continue to make periodic inspections of this area. Should conditions develop that threaten the levee, necessary measures will be taken to protect the levee. In addition, field staff routinely conduct pre- and post-flood inspections to look for slides, scour, or other problems.

### **Levee Enlargement and Berms, Mississippi River**

(3) As part of the recently completed Supplemental Environmental Impact Statement, the Vicksburg District determined that approximately 20 miles of levee were deficient in Arkansas. These deficiencies are only 1 to 2 feet. The Vicksburg District is committed to correcting these deficiencies; however, priority at this time is being given to those areas with the greatest need. Once these deficiencies are corrected, we will start design and construction on the deficiencies in Arkansas.

### **FIFTH LOUISIANA LEVEE DISTRICT**

### **Levee Enlargement and Berms, Mississippi River**

(4) The Vicksburg District is continuing to work on the most deficient areas in Louisiana. We are pleased with the progress being made on the Mississippi River Levees project. Construction of items in East Carroll Parish has been completed and work has moved south into Madison Parish. Design work is proceeding on several items in Concordia Parish, near Vidalia, Louisiana. Construction of Items 461-R, 457-R, and 453-R began this summer. Items 480-R and 485-R are essentially complete, except for turfing. Several items are scheduled for award in Fiscal Year 2004. We appreciate the support of the Fifth Louisiana Levee District as it advises the Louisiana delegation of the need for adequate Federal funding to keep the levee construction ongoing. In addition, we recognize the State of

-3-

Louisiana as it funds the Fifth Louisiana Levee District in purchasing the necessary rights-of-way for levee construction. We continue to work not only with the Levee District, but also with the Louisiana Department of Transportation and Development (LDOTD), police juries, and other state and Federal officials to work out problems as they arise so the Mississippi River Levee enlargement program can advance as rapidly as possible.

Borrow areas are being sited to minimize environmental impacts. This was the alternative recommended by the U.S. Army Corps of Engineers in the 1998 Mississippi River Levees Enlargement and Seepage Control Project and Supplemental

Environmental Impact Statement. According to our records a copy of the draft report was furnished to your office, but we received no comments about the recommended plan. The recommended plan was challenged in Federal Court by nine environmental groups; however, the Court ruled in favor of the Corps. We will continue to work with the Fifth Louisiana Levee District regarding the location of borrow areas. However, these locations must be such that they minimize environmental impacts and are consistent with the Supplemental Environmental Impact Statement.

#### **Tensas River Basin, LA, Study**

(5) The Corps recognizes your desire to provide additional flood protection, water supply, and environmental restoration to the Tensas Basin Area. Many areas are experiencing water supply and environmental needs similar to those in the Tensas Basin. A reconnaissance study was initiated in Fiscal Year 2002 and is scheduled for completion by the end of this calendar year.

#### **Mississippi River Above Old River, Channel Improvement**

(6) The Commission acknowledges your comments regarding the importance of the Mississippi River channel stabilization work. The Corps closely monitors and stabilizes the river channel as required to achieve the maximum flood control and navigation benefits. Maintaining existing channel improvement structures is just as important as their construction. The

-4-

Corps will continue to give the maintenance portion of the MR&T project high priority during the annual budgeting process.

#### **Lake Providence Harbor**

(7) Lake Providence Port was funded in Fiscal Year 2003 for maintenance dredging, and it was completed on September 19, 2003. Based on House and Senate Conference actions, \$350,000 is expected for project needs in Fiscal Year 2004. The MRC recognizes local efforts involved in securing these funds.

(8) The Vicksburg District has worked diligently with

port directors and engineers from the Lake Providence and Madison Parish Ports to complete the levee enlargement project in their area with as little interruption to the port as possible. Borrow material has been set aside at both locations to accomplish the levee enlargement and accommodate any modifications to the road and railroad into the port. A gap has been left in the levee at these locations for the ports to accomplish this work at a time that is most convenient to them.

The Corps understands the concerns of the ports and the LDOTD regarding the cost to complete this work. After reviewing the issue and the requirements of Section 2 of the Flood Control Act of 1938, we have concluded that the local sponsors will be required to relocate the facility at their expense.

#### **TENSAS BASIN LEVEE DISTRICT**

##### **Ouachita River Levees**

(9) The Vicksburg District readvertised Levee Item 2 in the Bastrop to Monroe reach of the Ouachita River Levees project. This construction item is scheduled to be awarded prior to the end of this calendar year. Plans and specifications for the next item of work, gravel surfacing in the Monroe to Sandy Bayou reach, are being reviewed internally and should be ready for advertisement later in Fiscal Year 2004. Additional funds will be needed in Fiscal Year 2005 to complete this item of work.

-5-

##### **Ouachita-Black Rivers Bank Stabilization**

(10) The Corps recognizes that bank stability continues to be a problem along the Ouachita River. The Vicksburg District is currently identifying all bank caving areas on the Ouachita-Black Rivers for further evaluation and prioritization of those areas based on impacts to navigation and the integrity of the levee system.

#### **RED RIVER, ATCHAFALAYA, AND BAYOU BOEUF LEVEE DISTRICT**

### **Lower Red River, South Bank Levees**

(11) The Corps is pleased to advise that the Bayou Rapides pumping plant and drainage structure are essentially complete and operational.

### **Alexandria to the Gulf of Mexico Study**

(12) The Feasibility Cost Sharing Agreement (FCSA) was executed with the Gravity Drainage District No. 1 of Rapides Parish on April 11, 2003, for the first phase of the study. We are currently revising the FCSA to include LADOTD as a co-sponsor of the study, since the State Bonding Commission approved funding for the study at its August meeting.

### **ATCHAFALAYA BASIN LEVEE DISTRICT**

#### **Lower Atchafalaya Basin Reevaluation Study**

(13) The draft Lower Atchafalaya Basin Reevaluation (LABR) report is scheduled to be resubmitted to the Mississippi Valley Division (MVD) prior to the end of this calendar year. Once the LABR report is resubmitted and MVD has approved the report for public release, all interested parties will be provided adequate time to review and comment on the proposed plan.

#### **Protection Levees, Atchafalaya Basin**

(14) The Corps continues to pursue levee construction as a high-priority item in the overall MR&T funding appropriations.

-6-

Major levee deficiencies exist in the area west of Berwick. Recently, significant construction progress has been made in this area, and there are currently six ongoing contracts. Where sufficient borrow material is not available, uncapped sheet pile floodwalls will be constructed to achieve the desired design grade. We continue to search for available borrow to minimize the amount of sheet pile floodwalls, especially for levee enlargements within or near wildlife refuges. The overall design effort is continuing. If the Corps receives additional funds to award additional contracts in Fiscal Year 2004, the work will be advertised at the earliest possible date.

(15) The preliminary LABR draft report indicates that the levees near Morgan City will need to be raised an additional 2 feet; however, the 2-foot rise is not required for 50 years. We will review the necessary funding to complete this work within the context of overall funding priorities.

#### **Main Channel, Atchafalaya River**

(16) Two restoration measures to restore the reef in the Wax Lake Outlet area have been identified and analyzed.

(a) Rebuild historic barrier between Point Au Fer and Eugene Island. Enhance Atchafalaya River influence in eastern Atchafalaya Bay, Point Au Fer Island, and Four League Bay by rebuilding the historic barrier between Point Au Fer and Eugene Island. This 22,700-foot barrier would separate Atchafalaya Bay from the Gulf and would follow the historic Point Au Fer reef alignment. The barrier could be a reef, a barrier island, an intertidal spit, or a segmented breakwater. The barrier would increase delta development by reducing the effects of gulf waves and the erosive effects of strong frontal passages. It would benefit Point au Fer Island wetlands and Four League Bay wetlands by increasing Atchafalaya River influence, while reducing gulf influence.

(b) Rebuild Historic Reefs. Construct segmented reef/breakwater/jetty along the historic Point Au Fer barrier reef from Eugene Island extending towards Marsh Island to the west. Enhance Atchafalaya Delta growth and Atchafalaya River influence in Sub-Province 3 by constructing a segmented

-7-

reef/breakwater/jetty along the historic Point Au Fer barrier reef from Eugene Island extending towards Marsh Island to the west. The 107,700-foot barrier would join the Bayou Sale natural levee feature. This measure would reduce delta wetland erosion caused by gulf wave action and would increase containment of Atchafalaya sediments in Atchafalaya Bay.

(17) In May 2002, the New Orleans District signed a Feasibility Cost Sharing Agreement with the Morgan City Harbor and Terminal District for a 3-year feasibility study of the deepening of the Atchafalaya River and Bayous Chene, Boeuf, and Black navigation channels. Justification of a deeper channel is a major

challenge, given the high cost and limited success in maintaining the currently authorized 20-foot Atchafalaya River bar channel. We are hopeful that our ongoing efforts to reduce the maintenance requirements of the 20-foot channel will also help reduce the incremental maintenance requirements for a deeper channel. We will consider project depths up to 35 feet in the study of the feasibility of deepening the navigation channels. The construction and maintenance of deeper channels will be costly, and economic justification is a major concern. The study schedule has slipped due to a shortfall in Federal funding for Fiscal Year 2003; however, it appears that Fiscal Year 2004 funding will be adequate to continue the study without further delay.

#### **Revetments, Atchafalaya River**

(18) During high water each year, the Corps routinely surveys approximately 50 miles of revetted banks on the Atchafalaya River. The annual surveys indicate that the revetted banks are in good condition. While we will complete the revetment construction program on the Atchafalaya in 2 years, the revetment maintenance program remains a fully funded program and a high priority.

#### **TERREBONNE TIDEWATER MANAGEMENT AND CONSERVATION DISTRICT**

#### **Morganza to the Gulf of Mexico**

(19) The Commission is aware of and encouraged by the degree of community support for the project, and we are proceeding

-8-

diligently with several Pre-Construction Engineering and Design (PED) initiatives. The PED phase for levees and floodgates is underway. We understand that Terrebonne Levee and Conservation District (TLCD) and LDOTD have secured the necessary funding and plan to design and ultimately construct some components of the multipurpose project that is awaiting Congressional approval and to use the permit process to advance construction.

There is no existing statutory authority to provide a credit for work performed in advance of Congressional approval and execution of a cost-sharing agreement with the Corps. Specific Congressional authorization will be required for the Corps to

provide work-in-kind credit for work performed by the non-Federal sponsor. Thus, should TLCD and LADOTD decide to proceed with work at this time, we will be unable to afford credit absent the enactment of specific Congressional authorization allowing such credit.

(20) The PED phase for the Houma Navigation Lock is underway and is scheduled for completion in October 2005. A determination will be made as to the type of structure for this project. Construction start is scheduled for April 2006. The Corps is also studying the feasibility of deepening the Houma Navigation Canal to 20 feet (nominal depth) in response to the Terrebonne Port Commission's request.

**PONTCHARTAIN, LAFOURCHE BASIN, ORLEANS, WEST JEFFERSON,  
EAST JEFFERSON, LAKE BORGNE, GRAND PRAIRIE, BURAS,  
PLAQUEMINES WEST BANK, SOUTH LAFOURCHE,  
AND ATCHAFALAYA BASIN LEVEE DISTRICTS**

(21) The Commission shares your beliefs regarding the importance of levees and revetment projects to protect these very important metropolitan and commercial areas. The Corps routinely monitors 275 miles of revetted banks on the Mississippi River. Annual revetment surveys indicate that the banks are in good condition. Bank monitoring will continue to prevent levee setbacks and economic disruption in this vital area of the state. The revetment maintenance program remains a high priority and a fully funded program.

-9-

**Mississippi River Below Old River, Below Grade Mississippi River  
Mainline Levees**

(22) Work on levees has progressed at a significant pace to ensure that over 97 percent of the Mississippi River Levees are to grade and section. The remaining deficiencies as to freeboard and cross-section will be corrected in the near future.

**Mississippi River Below Old River, Channel Improvement**

(23) Each year the revetted banks on the Mississippi River are surveyed, monitored, and inspected for bank scour and bank



caving. Our annual surveys indicate that less than 1 percent of the protected banks require maintenance. Within funding, the Corps will continue to repair foreshore dikes, upper bank stone paving, and the articulated concrete mat revetments in order to protect the flood control and navigation systems along the Mississippi River.

#### **LAFOURCHE BASIN LEVEE DISTRICT**

##### **Donaldsonville to the Gulf of Mexico Study**

(24) The depth-damage and structure inventory surveys are ongoing. Architect-Engineer firms completed the hydraulic and levee surveys in November. Hydraulic design work has started and will proceed at a faster pace when Light Detection and Ranging (LIDAR) data obtained last month from the Louisiana Department of Natural Resources (LADNR) and the Federal Emergency Management Agency is processed. We appreciate the cooperation and constant support that LADOTD has provided for the study.

#### **LOUISIANA STATE PENITENTIARY LEVEE**

(25) The Commission concurs in your comment that the Louisiana State Penitentiary Levee project has been a success story. The Corps received outstanding cooperation from all of the state agencies throughout the design and construction effort. Three construction contracts were awarded in September 1999, just 2 years after the design process was initiated. The project was completed about one year ahead of schedule and for less than the project estimate.

-10-

#### **OLD RIVER CONTROL STRUCTURE**

(26) Title III of Public Law 101-646 Coastal Wetlands Planning Protection and Restoration Act (CWPPRA) provides authority for the Corps to investigate the distribution of flow as regulated by the Old River Control Complex. Currently, however, the Corps has not been provided funding to examine a change in the distribution of flow. All authorized project purposes including flood control, navigation, and other water resources related activities will be considered before recommending any changes.

The MRC has directed New Orleans and Vicksburg Districts to prepare a scope of work and cost estimates for investigating the changes that have taken place along the Lower Red River and Upper Atchafalaya River to identify the causes and evaluate possible solutions. The decision regarding this potential study effort will be made in 2004.

#### **MISSISSIPPI RIVER SHIP CHANNEL - BATON ROUGE TO GULF**

(27) Work on the Phase III study is continuing. However, because of the proposed change in cost sharing outlined in the "National Dredging Needs Survey of Ports and Harbors" draft report of May 2000, the New Orleans District will not finalize work on the Phase III study. The District staff has discussed this matter with representatives of the LADOTD and they concur.

#### **INNER HARBOR NAVIGATION CANAL LOCK**

(28) The Commission agrees that budget constraints will slow down progress on the Inner Harbor Navigation Canal Lock project. The President's Fiscal Year 2004 budget currently shows a proposed appropriation amount of \$7 million for the project. That amount is insufficient to fund the activities that are critical to keep the project on schedule. With capability funding, crucial activities such as demolition, cleanup, and Corps and Contractor design work can stay on schedule, while other work such as levee construction and community mitigation work can be advanced.

-11-

#### **OPERATION AND MAINTENANCE OF NAVIGATION** **CHANNELS AND LOCKS**

(29) The maintenance backlog is a major concern to the Corps. The Mississippi Valley Division office holds a meeting at the beginning of every fiscal year with its 6 districts to prioritize the repair items on the maintenance backlog list. While the current funding levels do not provide enough funds to significantly reduce the backlog, we are always prepared to perform additional maintenance backlog repairs in the event funds become available.

(30) The Commission agrees that all our waterways are important to the economy of Louisiana and about the need to keep them open for navigation. While the Corps deferred dredging in some channels earlier in the fiscal year, we continued to survey the channels to ensure that unsafe conditions did not develop. The Corps started some dredging contracts towards the end of last fiscal year to address the dredging needs in some of these channels and will continue to address the dredging needs of other channels in Fiscal Year 2004.

(31) We are prepared to execute any Operation and Maintenance budget provided to us to keep the waterways navigable for the project users.

#### **BAYOU SORREL LOCK REPLACEMENT**

(32) The recommended plan is a 75-foot wide by 1,200-foot long replacement lock. A final report will be submitted in December 2003, and a Mississippi River Commission public meeting is scheduled in February 2004. The PED is scheduled to begin this fiscal year.

#### **ENCROACHMENTS WITHIN FLOODWAYS**

(33) The Commission concurs with the levee boards and the LADOTD that encroachments on the floodplain are a major concern. With respect to fill on the batture, it has been the New Orleans District's policy to generally limit the amount of fill to 1 foot

-12-

above the existing batture elevation. This excludes sand stock-piling operations which are considered temporary operations and are subject to be degraded at the direction of the District engineer, if it is determined during a flood event the operation is detrimental to the integrity of the flood protection system.

When a copy of a permit request for fill on the batture is received for review, the New Orleans District generally includes a stipulation in its letter of no objection stating that the amount of fill placed on the batture must be limited to 1 foot. However, the District evaluates each permit request on a case-by-case basis. On certain occasions, the New Orleans District

has made exceptions to allow an applicant to install fill above the 1 foot limitation when it has been determined that the additional fill will not adversely impact the integrity of the flood protection system.

#### **HURRICANE PROTECTION PROJECTS**

(34) The Reconnaissance Report for the Hurricane Protection Study has been completed and was certified by the Headquarters USACE on August 16, 2002. The report recommended that the study continue into the feasibility phase which will be initiated in Fiscal Year 2004. The New Orleans District will be working closely with the LADOTD and local interests to complete a project management plan for the next study phase.

(35) There are several locations where foreshore protection has been provided to protect hurricane protection levees. If additional protection is needed, the New Orleans District will evaluate each location based on the authorization of each project.

(36) Levee crown surfacing has generally not been included in hurricane protection projects. The addition of foreshore protection and crown surfacing could require revision to the authorization of the individual projects.

#### **MISSISSIPPI RIVER GULF OUTLET**

(37) The Corps is conducting a reevaluation study of the possible modification of the Mississippi River Gulf Outlet project. The study includes navigation, hurricane protection, and ecosystem restoration features. Alternatives being investigated include navigation channel depths of 12, 16, and 20 feet, in lieu of the currently authorized 36 feet; relocations of facilities; hurricane protection; and wetland restoration. The environmental benefits assessment of the proposed ecosystem plan and plan selection are being finalized. The original study completion date for the study was September 2002; however, the

completion date has been revised to incorporate ecosystem features. The revised study completion date is November 2004.

#### **OTHER WRDA 2003 ITEMS**

(38) The Corps will compile the laws as required by WRDA and provide them to the public.

#### **FRESHWATER DIVERSION AND COASTAL STUDIES**

(39) Diversion operations at Caernarvon will be closely monitored and will remain an ongoing activity, as planned by LADNR and the Corps, with advisement from the Caernarvon Interagency Advisory Committee.

(40) The Davis Pond project was dedicated on March 26, 2002. Diversions began July 17, 2002, once all oyster leases were relocated or purchased. Positive results similar to those for the Caernarvon project are expected.

(41) Until Louisiana, Mississippi, and the Corps reach a consensus on a mutually acceptable operational plan, the proposed Bonnet Carre Freshwater Diversion project will remain in an inactive status.

(42) While efforts have been made to accommodate the State's requests for short-term increases in the distribution of flow into the Atchafalaya River, Section 307 of the CWPPRA authority has not

-14-

been implemented. The CWPPRA legislation provides the Corps authority to undertake investigations for modification of flow redistribution, but it did not provide specific funds for this effort. We agree that any operation and/or management changes at the Old River Control Structure to increase flows and sediment to create land must not compromise the flood control features of the lower Atchafalaya River.

(43) The New Orleans District is currently finalizing the draft feasibility report for the Wetland Creation and Restoration, Barataria Basin, Louisiana, Feasibility Study. Additionally, the District is preparing the preliminary draft feasibility report

for the Barrier Shoreline Restoration, Barataria Basin, Louisiana, Feasibility Study. These two products will be incorporated into the Louisiana Coastal Area Comprehensive Coastwide Ecosystem Restoration Plan, which was initiated in February 2002.

#### **ABILITY TO PAY**

(44) The Commission will continue to support the Ability to Pay provisions and guidelines that are promulgated by the Administration.

#### **POLICY ISSUES**

(45) The Commission understands that the Chief of Engineers is committed to improving how the Corps does business. It is my intent to set up a conference call prior to the end of this year to discuss USACE 2012 with our partners.

(46) You are correct that the Structural Flood Control Model PCA was amended after passage of WRDA 2000 to include a new provision regarding floodplain management. I understand Article II.K. of the SFC Model PCA is the addition that is of concern to your office. The language contained in Article II.K. is virtually a direct quote of the statutory requirements applicable to all non-Federal sponsors of a Federal project for local flood protection or for hurricane or storm damage reduction. These requirements originated in Section 402 of WRDA 1986, Public Law 99-662. As codified in 33 USC 701b-12, the statutory requirement, in pertinent part, is as follows:

-15-

"Section 701b-12. Floodplain management requirements

"(a) Compliance with floodplain management and insurance programs

"Before construction of any project for local flood protection, or any project for hurricane or storm damage reduction, that involves Federal assistance from the Secretary, the non-Federal interest shall agree to participate in and comply with applicable Federal floodplain management and flood insurance programs.

"(b) Floodplain management plans

"Within 1 year after the date of signing a project cooperation agreement for construction of a project to which subsection (a) of this section applies, the non-Federal interest shall prepare a floodplain management plan designed to reduce the impacts of future flood events in the project area. Such plan shall be implemented by the non-Federal interest no later than 1 year after completion of construction of the project. . . ."

Since Federal statute requires the non-Federal sponsor to agree to participate in and comply with applicable Federal floodplain management and flood insurance programs and to prepare and implement a floodplain management plan, the Corps lacks authority to waive these requirements in the PCA. Although the recent amendment contains a more express and clear statement of the non-Federal responsibility, past generations of the SFC Model PCA have stipulated in Article XI that the non-Federal sponsor shall comply with all of the requirements of Section 402 of WRDA 1986, Public Law 99-662, as amended. Therefore, the requirement applies with equal force to non-Federal sponsors who executed previous generations of the SFC Model PCA. In the absence of Congressional action, the non-Federal sponsors for Federal flood protection and hurricane or storm damage reduction projects will continue to be responsible for the floodplain management requirements of Section 402 of WRDA 1986, as amended.

-16-

This issue was initially raised in the New Orleans District by representatives of the LDOTD in the negotiation of the Comite River Diversion project, Amite River and Tributaries, Louisiana. The issue, as to authority for floodplain management responsibilities, was resolved in June 2001 based upon a legal opinion prepared by the General Counsel for the Amite River Basin Commission (ARBC), the sponsor for floodplain management for the project. It is our understanding that ARBC has obtained Cooperative Endeavor Agreements from a number of local governments within the project benefit area who have the necessary implementation and enforcement authority. All parties executed the PCA in October 2001.

The following paragraphs contain the Commission's response to additional comments given during the oral statements.

**Request to begin negotiating the PCA for Morganza to the Gulf in order to begin construction**

The District may begin formal negotiations of the draft PCA with the non-Federal sponsor after the Corps review of the draft decision document has been completed and comments have been furnished to the district; and either the President's budget containing the initial construction funds for the project has been released, or construction funds have been appropriated and included in an initial work allowance approved by ASA(CW) and, in the case of a Congressional Add, the Video Teleconference Fact Sheet has been approved by the ASA(CW). In general, the draft PCA package cannot be submitted for final approval without an approved decision document on which to base the PCA, Congressional authorization for the project, and funds appropriated by Congress to initiate construction. If the project has been authorized, the Corps may be able to review the draft PCA package if it appears that new start construction funds will be provided for the project in the upcoming appropriation bill.

**Levels of funding for the Mississippi River and Tributaries project**

The Commission shares your concerns about the need to fund the Mississippi River and Tributaries project to its full

-17-

capability. The President's budget submission for Fiscal Year 2004 is \$293 million, and \$324 million has been provided in the Energy and Water Appropriations Bill signed on December 1, 2003.

The Commission appreciates receiving your views and will be pleased to hear from you or your representative at our future public meetings.

Sincerely,



Don T. Riley  
Brigadier General, U.S. Army  
President Designee, Mississippi  
River Commission

Send copy to:

Mr. Edmond Preau  
Assistant Secretary  
Office of Public Works and Intermodal Transportation  
Louisiana Department of Transportation and Development  
Post Office Box 94245  
Baton Rouge, Louisiana 70804-9245